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SUBJECT		East Germany DATE DISTR. 15 Parch 1954 Miscellaneous Railroad Information NO OF PACES 13						
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The state of the s		25X1						
25X1	ă.,	On 2 January 1954, express train devailed between Halle and Hienburg be-						
	2.,							
	3.	On 15 December 1953, the Berlin-Zittau fast train derailed near Bestenses te-						
	4.	On 2 January 1954, a test run was made, between Frankfurt/Oder and Berlin, by a flatear mounting a wooden superstructure having the profile of a Soviet rail-test car. On 4 January, a similar test run was made on the Koepenick-Wuensdorf-dagdeburg railroad line.						
	je s	Erwin Kramer, Deputy Railroad Minister in charge of operations resumed his functions on 3 January 1954. Lehmann (fmu) who still works at the Railroad Ministry apparently functions as deputy to Kramer. 4						
25X1	6.	In early December 1953 10 locomotives, 4 cabooses and 1 tool car parked at the Locomotive railroad station. A total of 10 maintenance men were assigned to these locomotives.						
25X1	3° 4	On 17 December 1953  16 reserve locomotives parked on a siding south of the Neubrandenburg-Pasewalk railroad line, about 100 meters east of the Shraaburg railroad station.						
25X1 25X1 25X1	8.	Cn 19 December 13 reserve locomotives at Ducherow.  there was no change in the status of the locomotive column						
	9.	On 6 December, the East German Ministry of Railroads issued an order, according to which 100 steam locomotives, 3 heating locomotives, 31 tenders, 5 underframes of locomotives and 1 heating unit were to be scrapped. The diamentling work is to be performed at the following railroad repair shops:						
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Railroad Repair Shop	Locomotive	Heating Locomotive	Tender	Underframes	Heating Unit
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Halle	16	1	2		1 .
Leipzig	23	2	10	4	
Stendal	. 7		5	ı	
Zwickau	7	4.	7		
Meiningen	14		4		
Cottbus	7				
Blankenburg	2		1		
Chemnitz	16		2		
Total	100	3	31	. 5	1 8

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		tne	following	numbers	OI.	rall-
	road care were loaded in 1052 and 1053.	_				

Month	Numbe Loaded	1952 er of Cars Assigned to Park of Operational Railroad Cars	Numbe Loaded	1953 r of Cars Assigned to Park of Operational Railroad Cars	
January	23,499	87,828	25,561	98,407	alma yang mengan di kelangan dalam
February	23,834	86,047	26,546	97,221	
March	24,748	88,630	29,313	102,097	
April	25,286	86,022	29,775	96,634	
May	25,213	84,186	28,176	94,443	
June	26,109	87,343	29,310	97,119	
July	26,115	86,612	29,604	100,099	
August	26,373	88,341	29,939	99,835	
September	26,666	93,920	30,286	104,512	
October	26,634	97,701	31,365	106,264	
November	26,440	98,143	32,032	109,524	
December	27,300	102,636	data no	t yet available 9	

<sup>11.</sup> Directives issued for 1954 indicate that the Main Administration for Rolling Stock of the Ministry of Railroad was assigned the mission to establish, by 31 August 1954, a reserve pool of 10,000 inspected freight cars of all types. These cars were to be kept available for the handling of the fall peak traffic. 10

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12.	In early January 1954, the Ministry of Railroads ordered all railroad subdistrict offices that they start establishing a pool of reserve trains. This pool was to consist of 6 trains of gondola cars which were to be inspected not before 30 April 1954. 6 trains of transit-worthy gondola cars and 2 trains of transit-worthy flatcars. The latter two trains were not to be inspected before 30 June 1954. 10
13.	The Ministry of Railroads issued an order, according to which a pool of 200 reserve locomotives be formed by 1 September 1954.
1.[	Comment. 4,204 rail breakages occurred in East Germany between 1 January and 1 October 1953. This fact throws significant light upon the poor physical status of tracks in East Germany.
2.	Comment. Prior to 1 January 1954, the Deutsch-Russische Transportgesell-schaft (German-Russian Transport Company) (Derutra) had been in charge of all Soviet interest shipments. It appears that the renaming of this agency in no way changed its character.
3.[	Comment. Soviet railroad cars, owing to the wider gauge of the Soviet railroad system are more bulky than standardized European cars. This makes it difficult to utilize Soviet cars on a standard gauge railroad system because all dimentions for platform edges, tunnels, distances of signals etc. were laid down with regard to the smaller size of the European standardized equipment. However, experiences made during the war show that these difficulties are not unsurmountable. The test run of a German railroad car mounting a superstructure having the dimensions of a Soviet freight car deserves some interest. The experiment may have been made in view of future mobilization measures or with the intention of finding out whether Soviet rolling stock might be used to ease the critical shortage of freight cars in East Germany.
4.	
5.	Comment. The locomotives observed belong to deactivated locomotive column which in May 1953 moved from Blumenhagen to Loecknitz, east of Pasewalk.
6. [	Comment. These locomotives belong to deactivated locomotive column in Strasburg.
7.	Comment. This observation confirms locomotive column in Ducherow and in Ruednitz.
8.	Comment. A special commission had been assigned the task to check on the possibility of scrapping heavily damaged locomotives.
9.	Comment. These figures are of interest inasmuch as they show the gradually increasing performance of the East German railroads. The increase in the number of operational railroad cars was mainly due to the repurchase of 20,000 former German freight cars from the USSR in the second half of 1952. Only a few of the railroad cars were newly built in East Germany.
<b>1</b> c.[	periods of peak traffic is nothing unusual. Of course there is always a possibility that such reserve cars may be used for military purposes.
	Comment. This information shows that the East German railroad authorities are also going to establish a pool of reserve locomotives. Reserve locomotives available on 30 November 1953 included 41 locomotives at the disposal of the Ministry of Railroads, and 18 locomotives at the disposal of regional railroad headquarters. A total of 75 locomotives were assigned to locomotive columns, which are exclusively at the disposal of the Soviets.

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